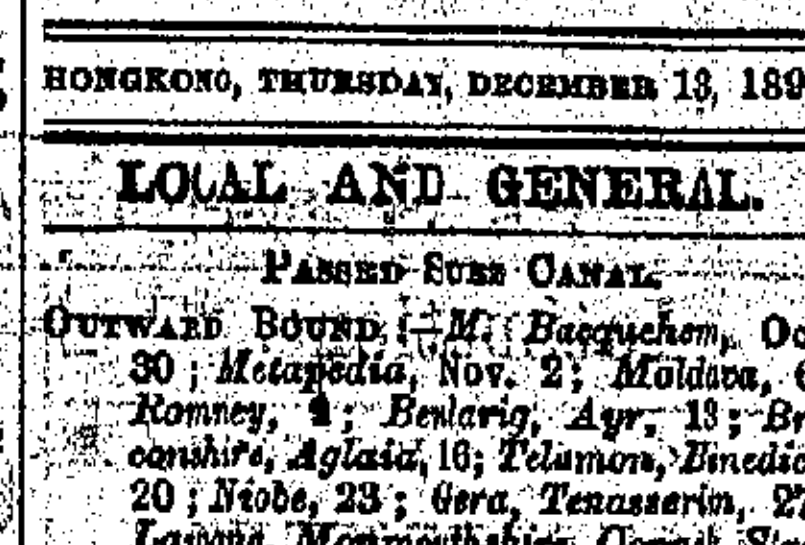


The publication of this issue contains

The China Mail.



Glensalloch, Nairn, Isleworth, Dec.
Archibald, Waverley, 7.
HOMEWARD BOUND.—Energid, Oct. 3.
Troas, Nov. 2; Strathleven, 9; Tel-
machus, 20; Glensk 27; Ainslie, 30.

The M. M. Co.'s steamship Yarra left Saigon on Wednesday, the 12th December at 4 p.m., and may be expected here on Saturday, Dec. 15.

The N. L. Co.'s steamship Grip, with the GRAMMIE M. of Nov. 19, left Colombo on Sunday, 9th December, and may be expected here on or about Friday, Dec. 21.

The F. M. & Co.'s Peru, with mails, etc., left San Francisco for this port, via Yokohama and Nagasaki, on Nov. 2.

The N. F. & Co.'s Nishiki for Hongkong, via Japan ports, has arrived at Yokohama, Dec. 13, and sails thence for this port on Dec. 15.

The O. & O. & Co.'s Osanbe left San Francisco for this port, via Yokohama, on Nov. 2.

Hongkong, Yokohama and Nagasaki.

The *Empress of China* left Vancouver for this port, via Japan, on the 11th inst.

The *Union Line's s. Oberon*, from Middlesbrough and Hamburg, left Singapore on Dec. 5, and may be expected here on or about Dec. 12.

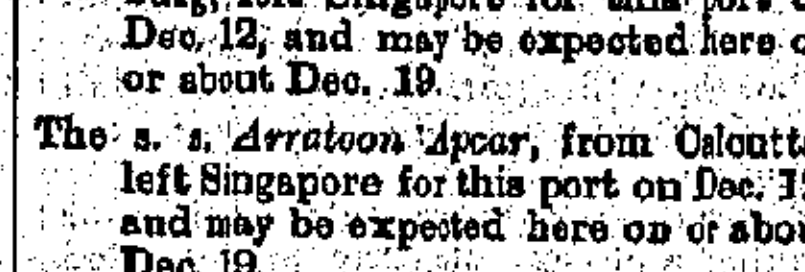
The *Glen Line steamship Glenhite*, from Melbourne and London, left Singapore on Dec. 7, and may be expected here on or about Dec. 14.

The *P. & O. Co.'s steamship Formosa*, left Singapore for this port on Dec. 8, and may be expected here on or about Dec. 16.

The *Austrian Lloyd's steamer Margus Boquets* left Singapore for this port on Dec. 8, and may be expected here on or about Dec. 15.

The *Ben Line's s. Bellary*, from Adelaide and London, left Singapore for this port on Dec. 9, and may be expected here on or about Dec. 17.

The D. D. R. s. s. *Aglaia*, from Ha-



The O. S. S. Co.'s s.s. *Telamon* left Singapore on Dec. 12, and may be expected here on or about Dec. 19.

The P. & O. s.s. *Ceylon* left London for this port on Nov. 26.

The M. M. Co.'s steamer *Yarra* left Saigon yesterday at 4 p.m. and not at 1 p.m. as previously notified.

The O. S. S. Co.'s steamer *Telamon* left Singapore yesterday noon, and may be expected here on or about the 19th inst.

The N. B. Co.'s s.s. *Saba* left

Yokohama to-day, and will sail for this port via Kobe on the 15th instant.

Owing to unforeseen circumstances, the Church Parade of the Hongkong Volunteer Corps has been postponed from Sunday next to Sunday, 23rd inst.

The debate of the 'Old Volumes' of 'Sports and Sport,' which was to have taken place this evening, has been postponed on account of the death of Mr H. Hopkin.

Two flags of most vernal in the Harbour and many of the hoags on shore were displayed at half-mast—any as a mark of respect to the memory of the late Mr Hopkin.

A FOOTBALL match was played at Kowloon yesterday afternoon, between the Topped Depot and the Rifle Brigade. The result of a fast and exciting game was a win for the Depot by 3 goals to 2.

A STRIKE amongst the bricklayers has brought to a standstill work upon the new buildings at Kowloon in the married men's of the Hongkong Regiment. The men

struck work yesterday afternoon, - because
the contractor refused to give an advance of

Has Mr. C. T. Robinson a *doppelgänger* in the Far East? We notice from the Singapore reports of Miss Ester Adair's entertainments that Mr. Robinson, "a local vocalist," has been delighting the public of the sister colony with ester songs. There is a strange similarity in the *repertoire*—

"Our Little Nipper," "Knocked 'em in the Old Kent Road," "The Last Time," and "E Dunno how where 'e are. Miss Adair, who is expected by the *Penninsula* this evening, seems to have been as favorably received at Singapore as she was in Hong-kong.

William Christian Brooke, was brought before Mr. H. E. Wodehouse at the Magistrate's this morning charged with causing the death of a human named 'Hop, at Howard's Wharf on the 12th instant. From the evidence it appeared that the deceased was attempting to lift his foot upon the people's shoulder. He was accused by the independent of shirking work, and it was stated that the defendant gave the unfortunate a push which sent him to fall between a bow and the Wharf. The jury

The case has been continued for further
evidences.

THURSDAY, DECEMBER 15, 1894.

The Singapore Municipal Council are now polling for exchange compensation.

Mr. H. E. Wodehouse, at the Magistrate's Court, sentenced a coal thief to six months' imprisonment for stealing a brass coupling from the steamer *Mauch*.

Drawn football games seem to be the order of the day at Singapore. In the first round of the Warren Shield Competition, the Royal Engineers and the R.A. (2nd team) have met three times; result, 0-0, 1-1, 1-1.

This morning, at the Magistrate's, before Mr. H. E. Wodehouse, Lieut. E. C. Rowcroft, of the Hongkong Regiment, charged a householder with stealing a silver watch, a jacket and shirt, and \$10.00 in money from his room on the 12th inst. The money was abstracted from a pocket-book in a locked drawer in Lieut. Rowcroft's room while he was in his bath. The case was remanded.

Referring to the paragraph inserted in our issue of the 5th instant we are informed by the manager of the Bank of China, Japan, and the Straits, Ltd., that he has received a further telegram from his Head Office in London advising that at the meeting which took place on the 12th instant, the Resolution put to the shareholders was duly carried. The confirmatory meeting has been fixed for the 28th instant.

From Ceylon papers to hand, says the *Singapore Free Press*, it is apparent that the Military Contingent question of that Colony is beginning to take up much public attention. The press are unanimous in advocating a firm attitude, and all the circumstances point to the conclusion that an opportunity is approaching for bringing about a co-operation between this Colony and Ceylon, on the broad grounds common to both. Why should not the Officials of Hongkong, if they have any grudge in them at all, make some effort to join the coalition?

Our correspondent 'Spectator' has received the following letter from the young gentleman referred to in his 'Regatta Notes' of last night:

Hongkong, 13th December, 1894.

'Spectator,' c/o 'China Mail' Office.

Dear Sir,—It would be well, if, before making statements in the columns of a public newspaper, you first ascertained, if such statements be true. In your 'Regatta notes' contained in the *China Mail* last evening, you assert that I retired from the Regatta as the formation of the crews did not suit me. Kindly note that this is utterly false and without foundation as is well known by the Captains of the crews in question and a number of the 'Rowing' members. I shall feel obliged by your retracting your statement in this evening's issue of the *China Mail*.

'Spectator' has no intention of contradicting any statement made by him, nor does he admit that his remarks are 'utterly false and without foundation,' but the publication of the above letter will probably satisfy the aggrieved sportsman that we have no intention to represent what is untrue and we deem that both sides should have the opportunity of making a fair statement of fact.

Messrs. A. & J. Inglis, shipbuilders and engineers, Pointhorne, have contracted with the British India Steam Navigation Company to build and engine a steamer of about 5000 tons displacement. The vessel will be fitted up for passengers and cargo.

A well-informed British resident in Tokyo, writes as follows to the *Singapore Morning Herald* with reference to the war:—The question is, how will it affect the British Empire? Seriously, it can't help thinking we may be dragged in at any moment, and if the Japanese are as successful as they promise to be they will interfere without interest on the China coast, and you may feel their influence even in Australia. However, these are large questions that don't affect us except indirectly.

It is not precisely ascertained why, but the situation in the Far East is evidently relaxing as regards any strain on British interests. Not only does the *Edgar* presently return to the Mediterranean, the *Centurion* proceed to Australia, and the *Chitral* await orders at Hongkong after she passes through, but down at this end of the China Station the *Swift* takes a little trip to Port Disson and Col. Plunkett, a. a. goes on leave. Some people will now be able to 'sleep o' nights,' says the *Free Press*.

A correspondent writes to an Indian paper:—Here is an instance of the staying power of a dog. A few days ago I was travelling by Lough from Pabbi to Ocherat. I very soon noticed that a fox-terrier was very big, but was nicely marked and evidently a well-bred animal. His collar bore no name. I plied the poor beast, and tried every possible means at the various stages to take him into the cage, but I failed. I then let him go, but he would not let me approach, and as soon as the cage started he came along with renewed vigour. Arrived at the terminus he disappeared among the crowd and I was not able to find out his owner. But the most remarkable part of the story is that the men at the different stages assured me that this same dog had followed the train that same morning to Pabbi. Consequently that dog covered over forty-six miles on a duty which would have been a very hard one. What could have been his object?

FOOCHOW RACES.

Third Day.—Thursday, Dec. 13.

LEIGH CUT.—\$100.—Once Round and a distance.
Dandy 3
Dandy 3
Time, 1.35.
CHALK CUT.—\$100, with \$15 to second.—One Mile and a half.
Dandy 3
Dandy 3
Time, 3.34.
CHALK CUT.—Once Round.
Hard Times 3
Hard Times 3
Time, 2.02.
MAGNET STAKES.—Of \$10, with \$50 added. 70, 70, and 10 per cent. to First, Second and Third Places.—One mile.
Jackman 1
Macaron 2
Came 3
Time, 2.02.
CONSTITUTION CUT.—Value \$100.—One mile.
Kingdom 1
Kingdom 2
Time, 2.14.
WIZEN STAKES.—Of \$5 with \$50 added.—Three Quarters of a mile.
Kingdom 1
Inspiration 2
Snowdrop 3
Time, 1.37.
CHAMPION STAKES.—Of \$10 with \$50 added.—One Mile and a Quarter.
Firefly 1
Dunlop 2
Democrat 3
Time, 2.44.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line.)

LONDON, Dec. 12, 1894.

THE CHINA-JAPAN WAR.

News from Yokohama states that the Japanese troops have taken Kiyomoto in Manchuria by assault.

The Second Army Corps is advancing unopposed to Fichow, maintaining communication with the First Army Corps which is also advancing.

THE DEATH OF M. DE LESSEPS.

The Suez Canal Company defrays the funeral expenses of M. de Lesseps, who will be accorded military honours.

THE CHINA-JAPAN WAR.

(SPECIAL TO THE 'CHINA MAIL'.)

OFFERS OF PEACE DECLINED BY CHINA.

SHANGHAI, Dec. 12, 1894.

The proposed arrangement for peace has broken down.

It is reported that the Japanese have taken Fuchau, a town to the north of Kin-chau, on the Liangtung Promontory.

[We heard the other day from Peking that the Chinese had decidedly refused to pay Forty Million Sterling demanded as indemnity by the Japanese. The Chinese, however, were reported to have offered to pay Twenty Millions instead. This offer has been refused by the Japanese, and the war will go on, we presume, until China consents to the terms offered.—E. C. M.]

CAPTAIN R. D. DAVIES, INTELLIGENCE OFFICER, HAS LEFT HONGKONG FOR YUNNAN ON DUTY ON A PASSPORT ISSUED BY THE CHINESE GOVERNMENT.

A TELEGRAM from Raub, dated Dec. 3rd, 4 p.m. was received at Singapore announcing:—The Rough Clear-up of the battery yielded 500 oz. of opium, the estimated quantity of opium crushed being 480 tons. The battery is only working twelve hours a day on account of bad weather.

PARTICULARS HAVE REACHED SINGAPORE OF THE NEW LIGHTHOUSE ERECTED BY THE SPANISH GOVERNMENT NEAR THE ISLAND OF GUINAMA, WHICH LIES TO THE NORTH 24° 30' W. OF LUSITANIA POINT, ON THE SOUTHERN EXTREMITIES OF THE ISLAND AND AT 44 MILES DISTANCE FROM IT. THE GEOGRAPHICAL POSITION OF THE LIGHTHOUSE IS 10° 28' 20" N. LONG 126° 59' 24" W. OF SAN FERNANDO, AND LONG 1° 29' 40" E. OF MANILA CATHEDRAL. THE APPARATUS IS A CATALUNY LIGHT OF THE 4th CLASS, 'PRODUCING' EVERY 15 SECONDS A GROUP OF THREE CONSECUTIVE RAYS OF WHITE LIGHT AND A RED LIGHT BETWEEN. THE ELEVATION OF THE LIGHT IS 11.70 METRES.

THE LONDON CORRESPONDENT OF THE EDINBURGH EVENING NEWS SAYS THAT BY PERMISSION OF LORD CHIEF JUSTICE RUSSELL AN INTERESTING EXPERIMENT IN TELEPHONY IS BEING MADE AT THE ROYAL COURTS OF JUSTICE IN THE STRAND. THIS IS THE ADOPTION OF THE SYSTEM WHICH HAS BEEN TRIED IN THEATRES AND IN CHURCHES, BY WHICH THE SUBSCRIBERS TO A TELEPHONE EXCHANGE ARE ABLE TO HEAR EACH OTHER IN THE PER-SONAL ROOM WITH WHICH THE TELEPHONE WIRE IS CONNECTED. THE EXPERIMENT IS BEING MADE IN THE COURT OF THE LORD CHIEF JUSTICE, WHERE ADVANTAGE IS BEING TAKEN OF THE RECESS TO A READER GOING ON IN THE PER-SONAL ROOM OF THE COURT OF COURTS, OR ANGLE-POLE IN THE COURT OF COURTS, AND A THIRD AT THE COURT OF COMMONS. THE IDEA IS THAT SOLICITORS AND OTHERS WHO ARE INTERESTED IN ANY CASE MAY, BY HAVING THEIR TELEPHONES CONNECTED WITH THE COURT OF THE LORD CHIEF JUSTICE, LISTEN IN THEIR OWN OFFICES OR RESIDENCES TO THE LEGAL ARGUMENTS WHICH ARE ADVANCED ON THE ONE SIDE OR THE OTHER, AS WELL AS TO THE DECISION OF THE JUDGE. IF SUCCESSFUL, THE SYSTEM WILL BE INTRODUCED INTO THE OTHER COURTS.

PAPER STOCKING ARE BEING MANUFACTURED IN GERMANY. THEY ARE SAID TO BE A PREVENTIVE OF COLIC, AND THEY CAN BE DARNED WITH PUTTAGE STAPLES.

MAUD.—WHY WAS THE LAST DISCUSSION OF THE 'MARRIAGE' DEBATE SO CALLED?

MAUD.—Oh, we took up the old question of 'The Marriage'—a Failure? Maud.—Well, what was the result of the debate? Maud.—A committee, consisting of the entire membership was appointed to try it and see.

A BERTHMAN MAN OF WAR, WHICH SHALL BE NAMED, LATELY PUT IN AT AN OUT-POST OF THE SWEDISH FLEET, AND HER BLINDFOLDED CHALLENGE TO THE LOCAL FISHERMEN TO ROW A RACE WITH THEM. THE FISHERMEN REFUSED, NOT BECAUSE THEY WERE AFRAID OF BEING BEATEN, BUT BECAUSE THEY WISHED TO LET THEIR WIVES ROW INSTEAD. UNDER THESE CIRCUMSTANCES THE CHALLENGE WAS REFUSED, AND THE BLINDFOLDED MAN WAS BEATEN.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour Mr. J. T. Akeroyd, Acting Chief Justice.)

Thursday, December 13.

LEUNG KING and CO. v. CANTON and CO. Judgment was delivered in this suit.

The plaintiffs were represented by Mr. J. J. Francis, Q.C., instructed by Mr. V. H. Deacon; the defendants were represented by Mr. R. Robinson, instructed by Messrs. Johnson, Stokes and Master.

In delivering judgment, His Lordship said:—This was an action in which the plaintiffs claimed the sum of \$3,240.87 due under a charter party dated 10 December, 1893, for freight on a cargo of coals per *Isar* from Moji to Hongkong. By a decree of this Court dated the 3rd day of August last it was ordered that the plaintiffs should recover that sum from the defendants together with the costs, and the plaintiffs admitting there had been a breach of the charter party on their part the matter was referred to the Registrar to inquire what damages, if any, the defendants had sustained by reason of the said breach. The defendants claimed:—1. Loss on sale of coal, \$1,971; 2. Detention of lighters, \$154.48; 3. Telegrams, \$39.20; 4. One month's interest on \$1,764.08, \$74.62, total, \$1,838.30. In his report dated the 18th October last the Registrar has disallowed the sum of \$1,838.30, and has awarded the plaintiffs the sum of \$1,771.48, which he has arrived at by a charter party dated the 13th December 1893 it was agreed between Messrs. Cantor and Co. as sub-charterers and Leung King and Co. as the original charterers that the steamer *Isar* should after completing her then voyage proceed with all due speed to Moji direct, or via Kobe, and there load for the sub-charterers a full cargo of coals and when so loaded should proceed with all possible speed direct to Hongkong. The steamer was delivered to the plaintiffs on the 1st January 1894, or charter to have the option of cancelling the contract, the original charterers to be at liberty to send the vessel via Nagasaki and Kobe on the upward trip for their own benefit but the detention not to exceed three days. Some modification was made by letter dated the 28th December, 1893, the plaintiffs informed the defendants that the *Isar* had arrived here and was ready to commence unloading, the plaintiffs were accordingly ordered to allow her to sail on the 31st December under the charter party before the 4th January and would do their best to place her at her loading port about the 10th January. It is clear from this letter that the plaintiffs, instead of sending the *Isar* on the 28th December direct to Moji which they might have done under the charter party and claimed lay days, contemplated some intermediate employment for her, and to this intent the charter party was not beginning before the 11th January, the defendants consented. On the 10th January the defendants wrote to the plaintiffs to ask when the *Isar* would be at Moji. Plaintiffs replied that they had telegraphed to Shanghai and the reply was expected in a few days. The defendants then protested against this delay, and on the 15th January the *Isar* arrived in Hongkong on a voyage from Shanghai to Canton. There was a further protest from the defendants, who insisted that the *Isar* should have been at Moji by the 15th January. The defendants then demanded that the *Isar* should be at Moji by the 15th January, and that the plaintiffs should be responsible for the delay. The plaintiffs replied that they had telegraphed to Shanghai and the reply was expected in a few days. The defendants then protested against this delay, and on the 15th January the *Isar* arrived in Hongkong on a voyage from Shanghai to Canton. There was a further protest from the defendants, who insisted that the *Isar* should have been at Moji by the 15th January. The defendants then demanded that the *Isar* should be at Moji by the 15th January, and that the plaintiffs should be responsible for the delay. 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Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH, AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship **SLAM**, Captain G. K.
Waters, R.N.R., carrying Her
Majesty's Mails, will be despatched from
this for BOMBAY, on THURSDAY, the
20th December, at Noon.

All Cargo for Malacca, London, &c.,
will be transhipped at Colombo into a
steamer proceeding direct to those ports.
Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, December 6, 1894.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Part (via Nagasaki, Japan, and Yokohama) at daylight.

City of Rio de Janeiro (via Nagasaki, Japan, and Yokohama) at daylight.

City of Peking (via Nagasaki, Japan, and Yokohama) at daylight.

City of Yokohama (via Nagasaki, Japan, and Yokohama) at daylight.

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Intimations.

Thin Children Grow Fat

On Scott's Emulsion, because fat foods make fat children. They are thin, and remain thin just in proportion to their inability to assimilate food rich in fat.

Scott's Emulsion

of Cod Liver Oil is especially adaptable to those of weak digestion—it is *purely vegetable* in its nature. Astonishing how quickly a thin person gains solid flesh by its use!

Almost as palatable as milk.

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CHINA MAIL OFFICE,
Hongkong, May 17, 1893.

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A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LITIGATION CASE OF

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containing the whole of the Proceedings at the Police Court, full report of the trial in Chinese, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894. 1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twice a Week Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. A. L. L. R.N.R. WEDNESDAY, 25th Dec. 94.

EMPEROR OF CHINA, Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Jan. 95.

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Feb. 95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates for 6, 8, 10 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Chinese are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, 1925

Hongkong, November 28, 1894.

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Merchant Vessels in Hongkong Harbour.

Excludes late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C. Shipping or midway between each shore are marked a, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From the Gas Works to the Harbour Master's Office.
3. From the Harbour Master's Office to the P. and O. Co.'s Office.
4. From the P. and O. Co.'s Office to the Naval Yard.
5. From the Naval Yard to the Gas Works.
6. From the Gas Works to the Harbour Master's Office.
7. From the Harbour Master's Office to the P. and O. Co.'s Office.
8. From the P. and O. Co.'s Office to the Naval Yard.
9. From the Naval Yard to the Gas Works.
10. From the Gas Works to the Harbour Master's Office.
11. From the Harbour Master's Office to the P. and O. Co.'s Office.

Vessel's Name	Flag and Rig	Tons	Date of Arrival	Company or Agent	Destination	Remarks
Belgian	Belg.	4311	Dec. 11	O. & S. S. Co.	San Francisco	18th inst.
Benlue	Belg.	1484	Dec. 11	Gibb, Livingston & Co.	London	18th inst.
Brundide	Belg.	886	Dec. 11	Wiel & Co.	London	18th inst.
Canton	Belg.	2044	Dec. 11	O. & S. S. Co.	London	18th inst.
Chinghi	Belg.	1459	Dec. 11	Butterfield & Swire	London	18th inst.
Chunshan	Belg.	1285	Dec. 11	Butterfield & Swire	London	18th inst.
Donar	Belg.	1015	Dec. 11	Butterfield & Swire	London	18th inst.
Eldorado	Belg.	892	Dec. 11	Butterfield & Swire	London	18th inst.
Empress of Japan	Belg.	5904	Dec. 11	Canadian Pacific Railway Co.	Vancouver	26th inst.
Fokien	Belg.	609	Dec. 11	Butterfield & Swire	London	18th inst.
Frederic	Belg.	337	Dec. 11	Butterfield & Swire	London	18th inst.
Hongkong	Belg.	397	Dec. 11	Butterfield & Swire	London	18th inst.
Keenan	Belg.	1385	Dec. 11	Butterfield & Swire	London	18th inst.
Koon Shik	Belg.	1040	Dec. 11	Butterfield & Swire	London	18th inst.
Lady of the Lake	Belg.	2014	Dec. 11	Butterfield & Swire	London	18th inst.
Madison	Belg.	1049	Dec. 11	Butterfield & Swire	London	18th inst.
Mathilde	Belg.	600	Dec. 11	Butterfield & Swire	London	18th inst.
Mekong	Belg.	325	Dec. 11	Butterfield & Swire	London	18th inst.
Nürnberg	Belg.	3077	Dec. 11	Butterfield & Swire	London	18th inst.
Pekin	Belg.	118	Dec. 11	Butterfield & Swire	London	18th inst.
Peter Johnson	Belg.	1184	Dec. 11	Butterfield & Swire	London	18th inst.
Riverdale	Belg.	1311	Dec. 11	Butterfield & Swire	London	18th inst.
Sophia Rickmers	Belg.	2034	Dec. 11	Butterfield & Swire	London	18th inst.
Sungliang	Belg.	994	Dec. 11	Butterfield & Swire	London	18th inst.
Thames	Belg.	1505	Dec. 11	Butterfield & Swire	London	18th inst.
Thames	Belg.	319	Dec. 11	Butterfield & Swire	London	18th inst.
Triumph	Belg.	374	Dec. 11	Butterfield & Swire	London	18th inst.
Yungang	Belg.	1517	Dec. 11	Butterfield & Swire	London	18th inst.
Zindro	Belg.	697	Dec. 11	Butterfield & Swire	London	18th inst.

Her Britannic Majesty's Ships on the China Station.

Name	Rig	Tons	Days	H.P.	Captain	Where at
Albatross	twinscrew cruiser 2nd class	3600	8	7000	Captain Robert L. Grooms	Chafes
Albatross	twinscrew cruiser 2nd class	1700	4	3180	Commander De Lisle	Chafes
Archer	cruiser 3rd class	1770	6	2200	Comd. Scott Rogers	Chafes
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Chafes
Centurion	twinscrew battle ship	10,000	14	13,000	Captain J. M. McQuinn	Yokohama
Daphne	twinscrew cruiser 1st class	7500	12	10,000	Comd. Wm. H. Henderson	Yokohama
Essex	g-b. 3rd class coast defence	363	3	450	Lt.-Com. E. H. Tufnell	Yokohama
Firebrand	cruiser 2nd class	455	3	600	Lt.-Com. I. G. Tufnell	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Commander Com. Melara	Yokohama
Lionel	gun-boat 2nd class	755	5	1050	Commander Beaufort	Yokohama
Mercury	cruiser 2nd class	3730	12	7500	Capt. Wm. H. Henderson	Yokohama
Phaeton	gunboat 1st class	755	6	1200	Lt.-Com. M. G. O'Leary	Yokohama
Pigeon	gunboat 1st class	755	6	1200	Lt.-Com. M. G. O'Leary	Yokohama
Plover	gunboat 1st class	755	6	1200	Lt.-Com. M. G. O'Leary	Yokohama
Porpoise	cruiser 3rd class	1770	5	3500	Lt.-Com. F. E. Pelly	Yokohama
Rattlesnake	gunboat 1st class	715	6	1200	Lt.-Com. H. G. Stewart	Yokohama